

PRICE, \$2 PER MONTH

PRICE, \$2 PER MONTH

Notices to Consignees.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. *Carina*, Capt. von Bantz,
having arrived from the above Ports,
Consignees of Goods are hereby requested
to send in their Bills of Lading for signature
by the Underwriter, so as to be able
immediate delivery of their Goods from
alongside.

Any Cargo impeding her discharge will
be landed into the Godowns of the Hon-
orable & Consular Vice Consul, at Penang,
and stored at Consignee's risk and expense.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undischarged after the 18th inst
will be subject to removal.

All broken, damaged, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 18th Inst, at 4 p.m.

No Fire Insurance has been effected.

SIMMONS & Co.
Agents.

Hongkong, September 9, 1897. 1877

NOTICE TO CONSIGNEES.

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STEAMSHIP MACDUFF.
FROM NEW YORK & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, at Kowloon, whence and/or from the Wharves & Godowns may be forwarded to any other place. Consignees are requested to send notice to the contrary before **Before Notice To-day.**

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to the same.

All Claims against the Steamer must be presented to the Underwriter on or before

Shipping

DODWELL, CARLILL & Co.,
Agents.
Hongkong, September 12, 1893. 1599

Shipping.


Steamers.

THE CHINA & MANILA STEAMSHIP

Steamers.

COMPANY, LIMITED.
FOR MANILA VIA AMOY.
The Co.'s Steamship
Emeralda,
Captain TAYLOR, will be
despatched for the above
Port on **SATURDAY**, the 16th Instant, at
5 p.m.
This Steamship has Superior Accommoda-
tion for Passengers, and is fitted with the

YORK VIA SUEZ CANAL

FOR NEW YORK VIA SUEZ CANAL
The Steamship
 Port Albert,
Capt. O. B. Smith, A.R.N.,
will be despatched for
the above Port on WEDNESDAY, the 20th
Instant.

For Freight or Passage, apply to
DODWELL, CARROLL & Co.,
Agents.
Hongkong, September 8, 1893. 143

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

LIMITED.

FOR LONDON VIA PORTS OF CALL.

The Co.'s Steamship
Kaisow,
J. Gray, Commanding
will be despatched
above on or about the 22nd Instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, September 4, 1893. 154

'Shell' Line of Steamers.

' Line of Steamers.

'Shell' Line of Steamers.

S.S. <i>Troas</i>	S.S. <i>Muree</i>
" <i>Spondylus</i>	" <i>Turbo</i>
" <i>Elae</i>	" <i>Cench</i>
" <i>Volute</i>	" <i>Sten</i>
S.S. <i>Bulmouch</i>	

FOR LONDON AND HAMBURG.
Taking Cargo on through Bill of Lading
NEW YORK.

The Next Sailing will be
the Steamship
ELAY
for London, Hamburg and Bremen,
on or about 1st October.

For Freight, &c., apply to
SHERMAN & Co.,
Agents,
Wholesale and Retail, 149 N. 2d St.

ght, &c., apply to

For Freight, &c., apply to
SHEWAN & Co.
Agents.
Hongkong, September 2, 1893. 149

N.B.—The Steamers of this Line will
be despatched monthly from Hongkong, and
offer exceptional advantages to Shippers of
perishable cargo, giving to each improved
method of ventilation. Copies of papers
on return of cargoes may be had on
application to the Agents.

Sailing Vessels.

FOR NEW YORK
The 5/3 **N.Y.**, Amer. Bark, Capt.
Fremont,
GENERAL MANIFEST will load
here for the above Port, and
will have quick dispatch.
For Freight, apply to
SHEWAN & Co.
Hongkong, August 2, 1893. 150

Today at the Magistrate's Court, Hastings sentenced a Chinese named to twenty-eight days' imprisonment for stabbing a woman on board the steamer *Memnon* on the 6th inst.

APPEAL has been made by the Chinese authorities for the remission of a Chinaman named Chau Un, presently in custody in Victoria Gaol. The man is wanted on a charge of breaking in a pawnshop at Canton on 11th June, 1891, and stealing \$5000 and \$1500 worth of jewelry and clothing. The application came before Capt. Hastings at the Magistrate's Court this morning, and on the motion of the police the accused was remanded till the 22nd inst. Mr Phillips, who appeared on behalf of the accused, protested against the delay, his client having been in custody for some time.

A TELEGRAM from Padana of Aug. 10 states that Pacific Mail employees are much excited over a reduction in salaries of 50 per cent. Notice was given to-day that the salaries of all employees, from the general agent down, would be paid after September 1st in common silver instead of American gold. The reduction, it is said, will not be accepted, and it is believed that the best officers will leave. It is expected that the reduction will extend to fleet officers. It already includes coast agents.

THE SANITARY BOARD.

The Sanitary Board met this afternoon. The Hon. F. A. Cooper, Director of Public Works, presided, and there were present: Hon. A. M. Thomson, Acting Registrar General; Hon. Dr. Ho Kai, Mr. N. J. Eds, Mr. J. D. Humphreys, Dr. J. Cantlie, and Mr. H. R. Rennie, Acting Secretary.

THE PUBLIC WORKS DEPARTMENT. The Special Committee appointed by the Board to consider this question report as follows:—

Hongkong, Sept. 6, 1893.

We, the undersigned members of the Committee, nominated by the Board on the 26th of May to consider the whole question of the public laundry work of the Colony and report thereon, have the honour to submit the following remarks:

1. The Sanitary objections to allowing public laundries to be used as they have hitherto been and are still being used for washing purposes have been so frequently dealt with in previous memoranda and reports that it is unnecessary to enlarge upon them.

2. We find that in certain streets in the neighbourhood of Causeway Bay and Kennedy Town there are no less than 62 establishments which perform these duties, the clothes of nearly the whole European population of the Colony.

3. The necessity, both in the interests of sanitation and of good order, for making proper provision for the carrying on of this large business is, we imagine, not in question, and we have therefore to recommend as follows:—

(a) That washing in public streets in the neighbourhood of the city be restricted to the streams at present in use, that is to say to the streams at Tai Hang, Lin Pa Kung, Tung Lo Wan, Pak Shui Wai in the Eastern District, and in the Western District.

(b) That all these streams, commencing with the largest one, be trained so as to provide for the economical and efficient distribution of the available water supply in the localities, and also for the sanitary disposal of the soiled water.

(c) That in these works be included suitable provision for the washing of clothes. The best way of attaining this object would appear to be to construct masonry or concrete tanks arranged more or less parallel with the existing valleys, each tank being provided with a separate inlet and outlet pipe, water being left between each tank to effect the ordinary operations of washing. The dimensions of the tanks should be 6 ft. x 4 ft. and 2 ft. deep, or of such other size as may be found most convenient.

(d) That the number of tanks to be erected on each stream be regulated by the supply of water and that the number of people to wash in each be limited in the same way and the number declared beforehand.

(e) That in addition space be allotted to each tank for the erection of latrine pits, the washmen as they may require them.

(f) That all cultivation on the banks of the streams from which the water supply for the tanks is obtained be at once prohibited with due regard to all existing rights.

(g) That a small rental be imposed for the use of each tank and space allotted to it and for water supplied.

(h) That bye-laws be framed under subsection 23 of Section 13 of Ordinance 24 of 1897 for the regulation of the shops used as laundries in the city.

From the above recommendations it will be observed that we favour billboards washed under proper conditions, rather than washing in elaborate laundries on Western principles.

The system we recommend is merely the system in vogue among all Chinese washmen, improved and placed on a proper sanitary basis.

We have good reason to believe that if adopted it will prove acceptable to the native washmen generally.

With regard to the laundries at Wai-chai, eight of which are standing vacant, we strongly recommend that the rent for each be reduced to \$10 a month, and that the occupants be permitted to put whatever purposes in connection with washing they may desire, provided the premises are kept in a sanitary condition.

(Signed) F. H. MAY, Chairman.
J. J. FRANKS, Secy.
Dr. Ho Kai.

Dr. Ho Kai moved the adoption of the report, saying that the Committee had considered this very important subject very carefully. A reduction of \$5 was recommended in the rent of the public laundries. If they got more popular, the rent might be raised.

The Acting Registrar General seconded. Agreed.
The Acting Secretary said he did not

think they would get even \$10 for the public laundries.

THE SUPERVISION OF HOUSE DRAINAGE. The following is a report of a special committee of the Board appointed to consider the subject of house drainage:—

Public Works Office, Hongkong, Sept. 6, 1893.

Sir,—According to the resolution passed at the meeting of the Sanitary Board held on the 11th of May last, we have the honour to report on the question raised by Mr. Humphreys' motion respecting the construction of house drains by the Sanitary Board as follows:—

1. The construction of house drains by a public department commands itself mainly on account of the facilities it affords for adopting a uniform system in the design, construction and carrying out of all works connected with the public sewers in the Colony.

2. The public sewers being under the control of the Public Works Department we are of opinion that the design and construction of private drainage works should be entrusted to that department rather than to the Sanitary Board.

3. The expenses of the additional staff that would be required for undertaking this work should, as far as possible, be borne by those for whom the work is carried out.

4. The following sliding scale of charges, commencing at \$5 for inspection, report and plan, appears fair and reasonable, viz:—

Tenements of an annual rating valuation of \$200 and under, \$5
" 300, " 9
" 400, " 11
" 500, " 12.50
" 600, " 14
" 700, " 15.50
" 800, " 17
" 1000, " 18.50

above \$1000 \$1 additional for every \$100 increase in rating valuation.

The above sliding scale is based on the rating valuation, as the extent of preliminary work involved depends very much on the size and class of tenement.

5. The foregoing charges being only to cover the preliminary work we are of opinion that a further charge of 5 per cent. on the actual cost of the works, if carried out, should be made to meet the expenditure incurred in supervising the work during the construction.

We have the honour to be, Sir, your most obedient servant,
(Signed) FRANKS A. COOPER, Secy.
J. D. HUMPHREYS, Secy.

The President moved the adoption of the report.
Mr. J. D. Humphreys seconded.
After some desultory conversation, the motion was agreed to.

MORTALITY STATISTICS. H. Rennie, the Acting Secretary, reported that the death-rate for the week ended September 2 was 22.1 as compared with 17 in the corresponding week last year. One case of typhoid fever was reported from the Army. The death-rate for the week ended September 9 was 25.9 as compared with 23.3 in the same week last year. A case of typhoid fever was reported from Shaikwan.

PROSECUTIONS. The Acting Secretary submitted a list of prosecutions instituted from 1st July to 1st August last.

Mr. J. J. Francis, Q.C.—It seems to me that some of these cases are not within the scope of the Sanitary Board officers' work. Depositing wood on a public street is surely not an offence against sanitary law. Neither is having men at work on a foot-path.

The Acting Registrar General.—The depositing of the wood might obstruct the officers in carrying out such work as watering the streets?

MR. J. R. CROOK, Sanitary Surveyor, reported on the condition of the drains at 14 and 16 Shelley Street, and recommended that the owners be called on to repair them.

It was reported that five owners of property in various parts of the Colony had failed to comply with the order to refrain from depositing refuse on the streets. Presentations of Chinese were recommended by the Acting Registrar General.

Mr. J. J. Francis, Q.C.—Report what, under the Ordinance, is the next step to be taken and what you recommend. If you prosecute, prosecute a man who can fight. Mr. Rennie for instance, and let the question be settled once for all.

The President said ample time had been allowed for submitting plans for the new drains. He thought prosecutions should be instituted in the whole of the five cases to compel the owners to refrain.

THE FAT BOILING NUISANCE. Mr. A. H. Rennie (Acting Secretary) reported as follows:—I have to report that in my opinion the boiling of fat in large open caldrons is most objectionable and injurious to the public health in this locality. It is always boiling at night and the people living in the vicinity complain that they dare not open their windows at night as the smell is so offensive. The fat in many cases is putrid long before it is boiled. There is a large quantity of bones on the premises the odour from which is anything but pleasant. I am informed they have been repeatedly warned but without effect by Mr. McCallum. I have ascertained that houses can be procured in practically the same rent as is now being paid, and should the Board approve of the locality I am of opinion there would be no hardship in requiring the removal of this business. The parties petitioning I understand have been let off so often that they are of the opinion that a petition to the Board is all that is necessary to get the notices withdrawn. I inspected the shops and found the boiling being proceeded with and the small amount of soot. I examined the unboiled fat and bones and am satisfied that the business is a public nuisance in the present locality and should be abated forthwith. I attach complaints just received and beg to recommend that the notices be not withdrawn.

The following minutes were attached by members of the Board:—

Mr. N. J. Eds.—There seems to be a distinct deposit of "nuisance" by the fat-boilers, while on the other hand they seem to have been complained of frequently and repeatedly warned before this. It occurs to me that possibly this nuisance occurs only during exceptionally bad weather when some portion of the fat is accidentally blown off. Such fat should certainly be immediately removed and not boiled down, and under the terms of the

minutes that seems to be all that is required, viz. to remove all noxious and offensive matter and to clean the premises in my opinion should be done before in any case and not by the Board. If however the process of preparing fat is at all times a nuisance some arrangement should I think be made to remove it, but great care should be exercised as to the selection of the site, which should be carefully considered by the Board, lest objections be hereafter raised by owners of property at Kennedy Town, which is the district named as suitable by the Secretary.

Mr. J. J. Francis, Q.C.—(1.) To the best of my recollection I have never seen any petition or complaint about this fat-boiling prior to this date. I am not aware that the question has ever been formally before the Board, and if it has been the papers connected with it should be circulated here with. I should be glad to see a list of the notices (showing dates, &c.) served on the fat-boilers, the dates of withdrawal and the records of the proceedings of the Board by which the withdrawal of these notices was in each case sanctioned. If the notices are in fact not withdrawn, it is not only a nuisance, but it is a nuisance in the manner, (2.) There are nuisances and nuisances. The Sanitary Board has only to do with nuisances and nuisances. It is perfectly competent to say that the small nuisance of a boiler is not a nuisance, but that does not concern the Sanitary Board. For nuisances not nuisances, the neighbours have their proper legal remedy. Leave them to avail themselves of it. A complaint from residents in the neighbourhood is proof perhaps of a nuisance, but not of an insanitary nuisance. (3.) Assume for a moment that there may be grounds for the opinion that this fat-boiling is an insanitary nuisance. If the only remedy is a complaint from residents, it is only an inconvenience and not a nuisance. If it is a nuisance, they will get it and bear it. If proceedings are taken and the Supreme Court after a full hearing, pronounces on the character of the nuisance, and declares it insanitary, and that the Board should attempt to exercise its summary powers. It is a very serious matter attempting to interfere with trades of any kind. It may be that these people have been long in that neighbourhood, and that they are used to it, and that it is the people who object who ought to be referred to their ordinary legal remedies. If the nuisance is a nuisance, they will get it and bear it. If it is only an inconvenience and not a nuisance, they will get it and bear it. 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Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUERZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEBANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.
THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.
N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 13th day of September,
1893, at 3 p.m., the Company's
S.S. *GERA*, Captain W. S. GERRARD,
will sail for SINGAPORE, COLOMBO,
and OAGRO, will leave this port as above,
calling at Naples and Genoa.
Shipping Orders will be granted till
noon, on Saturday, the 16th September.
Cargo and Specie will be received on
board until noon on Monday, the 18th
Sept., and Parcels will be received at the
Agency's Office until noon on Sunday,
the 17th Sept. Consignments of Packages are
required. No Parcel Receipts will be
signed at less than \$2, and Parcels should
not exceed Two Feet Cubic in measurement.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Lines can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, August 28, 1893. 1604

NOTICE.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTES FRANCAIS.
STEAM FOR
BAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUERZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 20th September,
1893, at noon, the Company's
S.S. *NATAL*, Commandant YVES,
will sail for SINGAPORE, COLOMBO,
and OAGRO, will leave this port for the
above places.
Cargo and Specie will be registered for
London as well as for Marseilles, and accepted
in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted till
noon.
Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 19th September, 1893. (Parcels not
to be sent on board, they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, September 7, 1893. 1608

Intimations.

**A CURE FOR ASTHMA!!!
GRIMAUD'S
Indian Cigarettes.**
Asthmatic people who suffer from
Oppression in breathing, stifling sen-
sations, hoarseness, and loss of
Voice, Nervous Cough, Spasmodic
Cough, with Wheezing, Bronchitis,
Inflammation, Catarrhal Affections,
and Difficulty in Expectoration, are
promptly relieved by these Cigarettes.
GRIMAUD & Co., Paris. Sold by all Chemists.

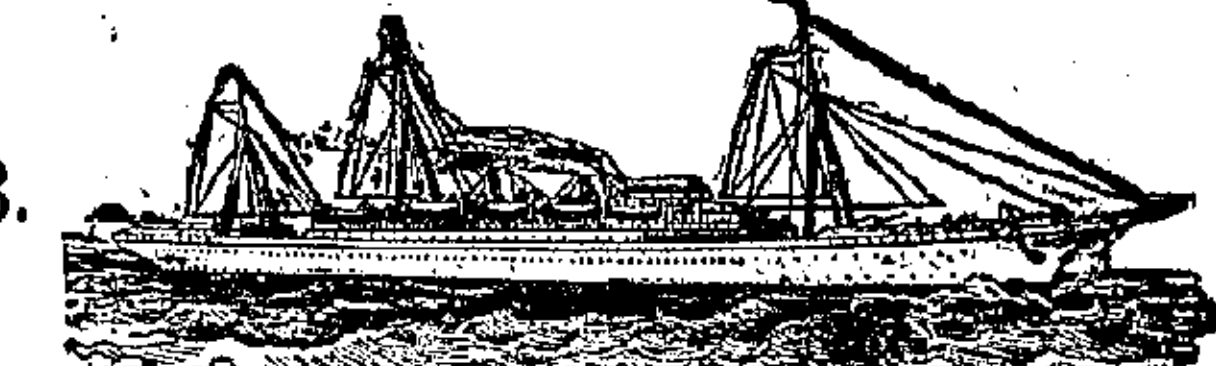
**GRIMAUD'S
Matico Capsules
AND INJECTION.**
Renowned Physicians prescribe Grim-
aud's Matico as the most active and at
the same time the most inoffensive
remedy in the treatment of Acute and
Chronic Discharges. These Capsules, un-
like Capsules, have not the inconvenience
of producing Nauses.
MATIO INJECTION is used in recent
GRIMAUD'S Matico Capsules are
GRIMAUD & Co., Paris. Sold by all Chemists.

**If you have a
COLD or COUGH,
or are leading to
CONSUMPTION,
SCOTT'S
EMULSION
OF PURE COD LIVER OIL
AND HYPOPHOSPHITES
OF LIME AND SODA
is the most effective
remedy for all these
affections. It is as
effective as cod liver oil, but it is
not so disagreeable. It is a
perfectly pure and healthy food.
It is sold in all the principal
pharmacies, and is the only
remedy for these affections.
SCOTT'S EMULSION is
sold by all Chemists.**
SCOTT & BOWNE, LIMITED,
47 MARK LANE, LONDON, E.C.

Intimations.

UP THE YANGTSE
BY
E. H. PARKER,
with
SKETCH MAPS.
PRICE, \$1.50.
CONTENTS:
The Yangtze Gorges and Rapids in Hu-pa.
The Rapids of the Upper Yangtze.
The "Vade-mecum" of the Traveller
through the Gorges of the Great River.
Special Observations.
A Journey in North Szechuan.
Nan-chuan and the Kiang-tan River.
Up the Kiang River.
The Great Salt Walls.
North Kwei Chou.
The Wicks of Hu-pa.
Szechuan Plants.
Orders for Copies will be received by
Messrs. LANE, CRAWFORD & Co., and
Messrs. KELLY & WALSH, Limited.
**BUDDHISM: ITS HISTORICAL,
THEORETICAL AND POPULAR
ASPECTS,**
BY
ERNEST J. EITEL, PH.D., TUBING
THIRD EDITION,
REVISED, WITH ADDITIONS.
Price, \$1.50.
LANE, CRAWFORD & Co.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1893.  1893.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.).
TWIN SCREW STEAMERS—10,000 HORSE POWER.
PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...6,000 Tons...WEDNESDAY...4th October.
EMPRESS OF CHINA...6,000 do...WEDNESDAY...1st November.
EMPRESS OF INDIA...6,000 do...WEDNESDAY...29th November.

THE STEAMERS of this line pass through the famous INLAND SEA of JAPAN,
and call at VICTORIA, B.C., to land and embark passengers.
The Mountain scenery on the Canadian Pacific Railway surpasses that of any other
Trans-Continental Route.
Passengers booked to all the principal points in Canada and United States, and also
through to Great Britain and the Continent of Europe at current rates, with passengers'
choice of Atlantic Line.
Return Tickets—Time limit for prepaid return ticket is reckoned from date of
re-embarking at Vancouver.
Special Rates (first-class only) are granted to Missionaries, members of the Naval,
Military, Diplomatic and Civil Services, and to European officials in service of China
or Japan.
The Canadian Pacific Railway is the only Trans-continental Line extending from
the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through-
out without change. The Dining Cars and Mountain Hotels on the Route are owned by
the Company and their appointments and cuisine are unequalled.
The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably
heated by Steam during the Winter Season.
For further information as to Passage and Freight, apply to
D. E. B. JWN, General Agent. 1663
Hongkong, September 6, 1893.

SHARE LIST—QUOTATIONS.—SEPT. 14, 1893.

Stocks.	Nos. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	90,000	\$	125	all 105% prem., sales and sellers
New Issue				
Bank of China, Japan and Straits	29,875	£	10	£ 1.15 50 cents, sales
Bank of India	1,250	£	12	£ 1.15 50 cents, sales
National Bank of China, Limited	...	£	10	£ 8.10 3/4, sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ltd.	10,000	\$	250	50 \$113, buyers
China Traders' Insurance Co., Ltd.	24,000	\$	83.33	26 \$53, sales and sellers
North China Insurance Co., Ltd.	5,000	\$	12	26 \$113, buyers
Straits Insurance Co., Ltd.	30,000	\$	10	20 \$113, sales and sellers
Union Insurance Society Co., Ltd.	10,000	\$	25	26 \$85, sales
Yangtze Insurance Association, Ltd.	8,000	\$	100	at \$60, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	\$	10	26 \$130, sellers
Hongkong & Fire Insurance Co., Ltd.	25,000	\$	12	26 \$130, sellers
Straits Fire Insurance Co., Ltd.	20,000	\$	10	26 \$117, sellers
DOCKS.				
H'kong & Whampoa Dock Co., Ltd.	12,500	\$	125	all 69% prem., sales and buyers
STEAMBOATS.				
China and Manila S. S. Co., Ltd.	5,000	\$	50	at \$25
China S. S. Co., Limited	30,000	\$	30	at \$41, sales
Indo-China S. S. Co., Ltd.	80,000	\$	2	at \$5.2 dia, nom.
Indo-China S. N. Company, Limited	60,000	\$	6	at \$20
Steam Launch Company, Limited	3,000	\$	3	at \$20
China Mutual S. N. Co.	20,000	\$	10	at \$22, nom.
DO. (new issue)	30,000	\$	10	at \$22, nom.
REFINERIES.				
China S. S. Co., Limited	15,000	\$	100	at \$150, sales and sellers
Luxon Sugar Company, Limited	7,000	\$	100	at \$93, sellers
WATERWAYS.				
H.K. & Kwai Wai & Godwin Co.	20,000	\$	50	all \$38, sales and sellers
Wanchai Warehouse and Storage Co., Limited	2,600	\$	100	\$7, \$41
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	\$	10	50 \$54, sales
Kowloon Land and Building Com-pany	6,000	\$	50	\$ 37, buyers
Humphreys' Estate & Finance Co.	1,000	\$	1	all \$14
West Point Building Co., Limited	12,500	\$	50	at \$20, sellers
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,200	\$	10	all \$37
MINES.				
Jelabu Mining & Trading Co., Ltd.	15,000	\$	5	all \$51, sales and sellers
Panjoon Mining Co., Ltd.	80,000	\$	4	23 \$51, sellers
Société Française des Charbon- nages du Tonkin	8,000	Fcs.	53	\$5,500 \$70
The Eastern Gold Mining Co., Ltd.	15,000	\$	10	all 25 cents
Newmont Mining Co., Limited	150,000	\$	1	17 1/2
Raub Aust. Gold Mining Co., Ltd.	30,000	\$	1	13 1/4 \$5, sales and sellers
Société Française des Houillères de Touraine	8,000	Fcs.	500	\$7, 37
PLANTING, ETC.				
China-Borneo Company, Ltd.	7,500	\$	13	51 \$1, buyers
H. G. Brown & Co., Limited	6,000	\$	50	all \$10
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited	4,000	\$	50	50 nom.
Hongkong Hotel Company, Ltd.	6,000	\$	50	at \$20, sellers
3,000 shares issued				
AD. B. Watson & Co., Limited	60,000	\$	10	at \$104, sales and sellers
Dakin, Craikbank & Co., Ltd.	50,000	\$	5	at \$11, buyers
LIGHTING.				
H.K. and China Gas Co., Limited	7,000	\$	10	all \$105, buyers
Hongkong Electric Co., Limited	30,000	\$	10	8 \$3.10, buyers
AND OTHERS.				
Green Island Cement Co., Ltd.	20,000	\$	50	all \$1, buyers
Hongkong Brick & Cement Co., Ltd.	4,000	\$	15	\$12.50 \$3
MISCELLANEOUS.				
Campbell, Moore & Co., Limited	1,200	\$	10	all \$4
Geo. Fenwick & Co., Limited	6,000	\$	20	25 \$15
Hongkong Bakery Company, Ltd.	600	\$	50	all \$65
Hongkong Dairy Farm Co.	3,000	\$	10	all \$5, buyers
Hongkong Ice Company, Limited	5,000	\$	25	all \$67, buyers
H'kong Rope Manufacturing Co., Ltd.	3,000	\$	50	all \$85, sellers
* Founder's shares				

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1893	Tls. 707,200	Tls. 250	7% p. annum	13% prem., buyers
Hongkong Hotel Mort- gage Debentures, 1893	\$ 400,000	\$500	4, prem.	\$500

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Hongkong, May 17, 1893. 905

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamships.						
Amigo	Danish	771	July 16	Wolter & Co.		
Andrey	Brit.	1076	Sept. 13	Jardine, Matheson & Co.	Singapore	
Anglo	Brit.	632	Sept. 14	R. M. M. Co.	Haliphong	
Baniam	Dutch	1457	July 15	Laurens & Wegener		
Borneo	Dutch	1660	Sept. 13	Laurens & Wegener		
Byrd	Norw.	901	Sept. 14	Wolter & Co.	Saigon	
Canton	Brit.	2944	Sept. 14	P. & O. S. N. Co.	London, &c.	
Catherine Ahear	Brit.	1753	Sept. 14	David Sassoon, Sons & Co.		
Changam River	Brit.	1905	Sept. 14	Mitsui Bussan Kaisha		
City of New York	Amer.	3246	Sept. 13	P. M. S. S. Co.	San Francisco	
City of Rio de Janeiro	Amer.	3548	Sept. 13	P. M. S. S. Co.	San Francisco	
Continental	Dutch	672	Sept. 13	Laurens & Wegener	Hoile	
Cromarty	Brit.	1864	Sept. 13	Jardine, Matheson & Co.		
Eden	Brit.	968	Sept. 13	Shewan & Co.		
Fidolin	Brit.	742	Sept. 13	Melchers & Co.	Amoy & Manila	
Fooksang	Brit.	991	Sept. 14	Jardine, Matheson & Co.	Shanghai	
Frognot	Norw.	719	Sept. 14	John Andrew		
Ginckburg	Ger.	918	Sept. 13	Melchers & Co.		
Independent	Ger.	1125	July 11	Wolter & Co.		
Kwang Lee	Chil.	1564	Sept. 14	M. S. S. N. Co.		
Lepuscon	Ger.	1298	Sept. 14	Stensen & Co.		
Orestes	Brit.	1279	Sept. 14	Butterfield & Swire		
Phra Chom Klao	Brit.	1012	Sept. 13	Yuen Fat Hong	Singapore	
Phra Chula Chom Klao	Brit.	1011	Sept. 13	Yuen Fat Hong		
Pilot Fish	Brit.	161	Sept. 13	H. K. & W. Dock Co.		
Polina	Brit.	893	Sept. 13	Melchers & Co.		
Propolis	Brit.	1607	Sept. 13	Melchers & Co.		
Shanghai	Brit.	2944	Sept. 13	P. & O. S. N. Co.	Shanghai	
Siam	Brit.	991	Sept. 13	Bradley & Co.	Swatow	
Swatow	Ger.	630	Sept. 13	Melchers & Co.	Nowohwang	
Taikeong	Ger.	822	Sept. 13	Meyer & Co.		
Tai Yuen	Brit.	1505	Sept. 13	Jardine, Matheson & Co.	Saigon	
Tai Yuen	Brit.	903	Sept. 13	Yuen Fat Hong		
Taiyuan	Brit.	2269	Sept. 11	Butterfield & Swire	Shanghai	
Titan	Brit.	1626	Sept. 13	Butterfield & Swire	Yokohama	
Verona	Brit.	1876	Sept. 11	P. & O. S. N. Co.		
Windsor	Brit.	1798	Sept. 13	David Sassoon, Sons & Co.		
Yuenang	Brit.	1019	Sept. 14	Butterfield & Swire		
Yuenang	Brit.	1150	Sept. 13	Jardine, Matheson & Co.		
Sailing Vessels.						
Adolph	Ger.	867	Aug. 21	Stensen & Co.		
Archer	Brit.	1148	July 15	Wolter & Co.		
Carthage	Amer.	1298	Sept. 13	Melchers & Co.		
Charpa Watan	Siam.	644	July 29	Chinese		
Crocodmoor	Brit.	1448	July 28	Stensen & Co.		
Emilie	Ger.	948	Sept. 13	Butterfield & Swire		
Emily F. Whitney	Amer.	1249	Sept. 13	Order		
Fengshen	Amer.	1138	Sept. 13	Stensen & Co.		
Galveston	Brit.	610	July 23	Wolter & Co.		
George Stetson	Amer.	1780	Aug. 6	Jardine, Matheson & Co.		
John R. Kelley	Amer.	2282	Sept. 13	Master		
Lucy A. Nichols	Amer.	1350	Sept. 13	Melchers & Co.		
Nam Shun Sing	Chil.-m-se.	308	Aug. 3	Yang Kee & Co.		
Samuel	Brit.	3332	May 17	Gilman & Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	Flag.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacrity	deepath-vessel	1700	4	3180	Com. George A. Callaghan	Yokohama
Archer	cruiser 3rd class	1770	6	—	Comd. Scott Rogers	Yokohama
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. J. Norcock	Shanghai
Daphne	cruiser	1140	—	—	Commander MacArthur	Yokohama
Egretta	surveying ship	740	—	—	Commander A. M. Field	Singapore
Est	gunboat 2nd class	363	3	340	Lt.-Com. R. H. Fawkes	Shanghai
Flashed	gunboat 2nd class	460	—	—	Lt.-Com. J. M. McQuhae	Yokohama
Impetuous	gunboat 2nd class	8400	10	10000	Lt.-Com. J. G. Tufnell	Yokohama
Leander	gunboat 2nd class	4300	10	5500	Captain Castle	Yokohama
Lionet	gun-vessel 2nd class	755	5	1055	Commander Chisholm Baskin	Canton
Mercury	gunboat 2nd class	3730	13	7230	Capt. Wilmet H. Fawkes	Yokohama
Pallas	cruiser	2575	20	7500	Captain Angus MacLeod	Singapore
Penguin	gunboat 1st class	750	6	750	Captain J. M. McQuhae	Yokohama
Pigmy	gunboat 1st class	755	6	1200	Lt.-Com. Philip	Hongkong
Plover	gunboat 1st class	755	6	1200	Lt.-Com. F. C. B. Addington	Yokohama
Porpoise	cruiser 3rd class	1770	5	3505	Commander Burr	Yokohama
Rattler	gunboat 1st class	715	6	1200	Lt.-Com. G. Hough	Shanghai
Redpoll	gunboat 1st class	805	6	1200	Lt.-Com. G. G. May	Shanghai
Serpent	gunboat 1st class	12	12	3940	Captain Henderson	Bangkok
Swift	gun-vessel 2nd class	755	5	1010	Commander Kirby	Hongkong
Tweed	gunboat 2nd class	363	3	340	Commodore H. B. Palliser, R.N.	Hongkong
Victor Emanuel	gunboat 2nd class	5157	14	—	Rear-Admiral in charge	Hongkong
Wiven	coast-defence ship, armoured	2760	4	1450		Hongkong

Torpedo Bo